

SUMMARY FOR FE-01-02
SELECTED AND POSSIBLE CONTRIBUTING FACTORS

SELECTED FACTORS

Railroad: CSX Transportation, Incorporated

Location: Palmetto, Florida

Region: 3

Month: January

Date: Jan. 8, 2002

Time: 1:45 p.m., EST

Data for Fatally Injured Employee(s)

Carman

33 years old

Six years, seven months of service

Last rules training: Jan. 4, 2001

Last safety training: Jan. 4, 2001

Last physical: August 1999

Data for All Employees (Craft, Positions, Activity)

Craft: Maintenance of Equipment

Positions:

Bradenton

Fatally injured Carman

Two Assistant Carmen

Tampa light repair track

Sheet-metal Worker

Port Manatee

Yardmaster

Engineer/Switchman

Driver of the tractor-trailer

SUMMARY FOR FE-01-02 CONTINUED
SELECTED FACTORS CONTINUED

Activities:

The fatally injured Carman made an inbound inspection of two tracks at the Bradenton terminal prior to transporting the out-of-date, Time-O-Test device to the Tampa repair shop in exchange for a calibrated device. He was en route to Tampa in his own vehicle when he stopped at Port Manatee and made repairs to three cars at the exchange tracks. *He was back en route to Tampa in his own personal vehicle at the time of the accident.*

EVENT

En route from one job site to another (Bradenton, Florida terminal to the Tampa, Florida repair shop), the Carman was ejected and fatally injured when his personal vehicle, a Dodge truck, was struck by a tractor-trailer.

POSSIBLE CONTRIBUTING FACTORS

PCF No. 1

The Carman failed to yield the right-of-way to the driver of the tractor-trailer while making a left-hand turn.

PCF No. 2

At the time of the accident, the fatally injured Carman was not wearing his seatbelt.

REPORT: FE-01-2002

RAILROAD: CSX Transportation, Incorporated (CSX)

LOCATION: Palmetto, Florida

DATE & TIME: Jan. 8, 2002; 1:45 p.m., EST

EVENT¹: Traffic Accident

EMPLOYEE: Craft: Maintenance of Equipment (MOE)

Occupation: Carman

Age: 33

Length of Service: Six years, seven months

Last Rules Training: Jan. 4, 2001

Last Safety Training: Jan. 4, 2001

Last Physical: August 1999

CIRCUMSTANCES PRIOR TO ACCIDENT

The Tropicana Orange Juice plant was located in Bradenton, Florida, 38.7 miles south of the CSX Transportation Yeoman/Uceta Yard and mechanical facilities at Tampa, Florida. CSX operated a unit train, No. 0823, also known as the “Tropicana Juice Train,” that transported orange juice products from the Florida Tropicana plant to New Jersey each day. In order to expedite the unit train inspection and brake testing, CSX established a Carman’s position at the Tropicana Bradenton plant for the 7 a.m. to 3 p.m. shift. CSX supported the position by providing office space, forms, tools, and a light mobile repair truck at the Bradenton outlying point. The employee reported to mechanical supervisors at the Tampa Light Repair Car Shop offices.

A reduction of mechanical forces at the Tampa CSX Project Freight Car Repair Shop resulted in the fatally injured Carman exercising his seniority and reporting for the Bradenton Carman

position on Jan. 4, 2002. He had been working a “700”² position as the Tampa Light Repair Shop Supervisor prior to being displaced.

On the morning of the accident, two other displaced Carmen were sent from the Tampa Repair Shop via light repair truck to receive training on the Bradenton operations. At Bradenton, work records show the three Carmen performed an inspection and initial terminal freight train air brake test on outbound unit train No. 082308 from 7:30 a.m. to 10:10 a.m. They also performed an application and release test of the train air brakes from 10:20 a.m. to 10:30 a.m. after the outbound train crew made the train complete. The transportation records listed unit train No. 082308 as departing Bradenton with 50 cars at 9:55 a.m. on Jan. 8, 2002. The two visiting Carmen returned to Tampa after the unit train departed Bradenton, and the remaining Carman made an inbound inspection of Tropicana Tracks Nos. 3 and 4 from 10:50 a.m. to 12:30 p.m.

Prior to the two Carmen returning to Tampa, the Bradenton Carman had commented to them that he was going to check some cuts and get some foreign repairs. A Sheetmetal Worker, working at the Tampa light repair track, had contacted him that morning and informed him that he needed to exchange the out-of-date, Time-O-Test device³ for a calibrated device. The Bradenton Carman had told the Sheetmetal Worker that he would bring the device to him that afternoon at the Tampa light repair track. He was scheduled to work his previous “700” Tampa Shop Supervisor’s assignment the next day, which was his rest day.

Piney Point Road was located along US Route 41/State Road 45, 11.2 miles north of the Tropicana plant in Bradenton and 6.7 miles north of Palmetto, Florida. It was also along the normal route taken between the Bradenton Tropicana plant and the CSX Tampa Light Repair Track, a distance of 38.7 miles. The road was one of two entrances/exits from US 41/SR45 into the Manatee County Port Authority, Port Manatee terminal railroad (MAUP), where CSX and MAUP interchanged freight cars.

The Port Manatee Yardmaster and Engineer/Switchman provided information that the Bradenton Carman had been at the interchange tracks and had made repairs to three cars the day of the accident. After completing the repairs, he had approached the MAUP’s Engineer/Switchman regarding additional repairs on cars located on the hold track. The Engineer/Switchman informed the deceased that the two additional cars on the track were being held for door/outlet repairs. The Bradenton Carman determined that the repairs were too heavy for him to undertake and advised the Engineer/Switchman that CSX would come back and repair them another day. The Engineer/Switchman watched the Carman back his truck out and head eastward to leave the facility. The Engineer/Switchman remembered that the conversation took place just prior to him hearing the emergency personnel responding, approximately five minutes after speaking with the deceased. The time was about 1:40 p.m.

² “700” position is the term used to describe the agreement wherein contract personnel are selected to fill temporary vacancies of approved non-contract personnel (supervisory position).

³ A “Time-O-Test” device is used with a ground air line to apply, release, and leak check train air brakes during train air brake testing operations.

US Route 41/State Road 45 was a 4-lane road, two southbound and two northbound lanes divided by a grass median. The posted speed limit was 65 mph. The Piney Point Road intersection extended westward with a STOP sign for eastbound traffic approaching the US 41/SR 45 intersection. A turn lane was located on the west side of the southbound lanes of US 41/SR 45 for southbound traffic turning onto Piney Point Road.

The weather was sunny and clear at the time of the accident.

THE ACCIDENT

Intersection of Piney Point Road and US Route 41/State Road 45

The Florida Highway Patrol's Traffic Crash Report states that the Carman was traveling eastbound on Piney Point Road, attempting to make a left turn onto northbound State Road 45. A Tractor/Trailer hauling a concrete manhole drain was traveling southbound in the left lane of SR 45. According to a witness, an unidentified vehicle made a right turn from southbound SR 45 onto westbound Piney Point Road. The Carman entered onto southbound State Road 45 at the same time, failed to observe the southbound tractor/trailer in the southbound left-hand lane, and drove into the direct path of the tractor/trailer. The driver of the tractor/trailer took evasive action; however, his vehicle struck the Carman's left front door. The Carman's truck bed and tail gate were torn from his vehicle and landed on the west grass shoulder. The Carman's truck was pushed in a southeast clockwise direction, his passenger side door swung open, and he was ejected from his truck. He struck the pavement and rolled to the northbound left lane of SR 45. His truck slid in a southeast direction, stopping across the dividing lines of northbound SR 45. The tractor/trailer veered in a southwest direction into the center grass median. The concrete manhole cover was ejected from the flatbed trailer and came to rest in the southbound left lane of SR 45. The tractor/trailer left 206 feet of post-collision skidmarks on the roadway.

The Manatee County EMS responded to the scene of the accident and transported the deceased to Manatee Memorial Hospital where he was pronounced dead at 1:55 p.m.

POST-ACCIDENT INVESTIGATION

The Florida Highway Patrol contacted the Carman's family and informed them of the accident. The family contacted the second shift CSX Tampa Yardmaster who then contacted the Tampa General Car Foreman who began to verify the accident and obtain information. Confusion and trouble in receiving verification delayed CSX's response and investigation.

At the scene of the accident, the Carman was found to have been driving his personal vehicle, a 1998 Dodge Truck. The Carman's work forms and associated paper work from his activities at Bradenton and Port Manatee were found along the west grass shoulder of SR 45. In addition, tools, a blue flag, freight car brake shoes, and a Time-O-Tester device were found at the scene.

As the deceased was driving his personal vehicle at the time of the accident, CSX had concerns as to whether he would be considered to have been in on-duty status. However, materials found at the scene and conversations with the Port Manatee employees convinced CSX officials that he

had been on duty. It is believed that instead of driving the CSX Bradenton repair truck to Port Manatee, performing the repairs, and returning to Bradenton to retrieve his personal vehicle, the Carman elected to use his own vehicle and continue northward to Tampa after performing the work at Port Manatee. At the time of the accident, the Carman was not wearing his seat belt.

The Florida Highway Patrol had assigned Traffic Homicide Investigation Case Number FHP 702-15-01 to this accident and would be conducting an investigation. The FHP Officer's investigation would include toxicological testing to determine if the Carman was driving while impaired. However, there was no indication of impairment at the time of this writing.

APPLICABLE RULES

Florida State Motor Vehicle Statute 316.614 - Safety belt usage.

Florida State Motor Vehicle Statute 316.123(2)(a) - Vehicle entering stop or yield intersection.